AFTER THE REVOLUTION.

VIRGINIA'S HISTORY CONTINUED.

Great Destitution of the People-Troubles and Perplexities of the Sheriffs and Deputies_Hard Case of Sir John Peyton.

In the several articles heretofore published we have seen to what depths of poverty the people of Virginia were reduced after the Revolutionary war. That no class of her citizens suffered in this respect as much as did the high sheiriffs, their deputies and their sureties will now appear. It must be remembered that although relief was from time to time granted to these officers they were not on this account freed from the ultimate pay. ment of their financial responsibilities to the ands of the law that he and his successors in theirs were held bound for the amounts of until they were paid. Executions were old from year to year, over the heads of as unfortunate officials. They were thus untantly on the strain, endeavoring to constantly of the Strain, endeavoing chals or free themselves entirely from the values of the law, the shadow of whose wing seemed forever darkening their path. More than this, although their terms of office may expired, they were not thereby freed their responsibilities. They were rered by special statute to pursue the delin-red tax, payers and their lawful succe sors in the last farthing had been paid. If they ceeded in collecting from time to time a amounts as showed that due diligence an amounts as showed that due diligence of the been exercised in the performance of their duties, they were granted such temporative relief as seemed proper. This indulgence dil nothing more than postpone the day of final settlement. If in the end it appeared that the delinquent sheriff could not meet the ands of the law, the Commonwealth's resort was against his private fortune. In the meantime, his only safety from financial on was to be found in bringing suit against as deputies and their securities. PETITIONS FOR REGIEF.

So numerous were the instances of what has just been said that the records of the time abound with petitions for relief; pro-cedings in the county and general court argust collections of all kinds executions, redeas and every other device known to troublesome questions between the open and the Government. This unhappy seition of things continued for many years, late as the year 1782 the sheriffs and depuas late as the year 1789 the sheriffs and depu-tes of some of the largest and best counties were still greatly in arrears for taxes that had been due more than a half dozen years. Gar-and Harrison, for instance, sheriff of Han-ever, still owed the State £2,339 for the tax of 1782. The sheriff of Bedford county, inas Seruggs, was delinquent £22,998 and over for the accumulated dues from 1783 to 1782. James Barbour, sheriff of Cul-pener still owed £1,784 for the year 1784 and upwards. Henry Whiting, of Berkeley, £851 for the year 1784, and the sheriff of Pittsylvania, Abram Shelton, we-in arrears £1,885 for that large and proin arrears £1,885 for that large and prote, among the older counties, where the interred there was proportionately more substance, the condition of things was possible worse. Lawrence Baker, sheriff of Isle
of Wight, still owed the State 43,274, including
the taxes of 1786. Colonel William A. Washington, of Westmoreland, was delinquent in
the sum of 41,386, and William Call, sheriff of
Prince George county, 41,362, and the sheriff
of Prince Edward, Philemon, Holcamp, 41,768.
The sheriffs of Lancaster and Nansemond were proportionately delinquent; and,
as was the case with nearly all of the
other sheriffs, were ultimately rained in their
private fortunes. The sums herein enumerother sheriffs, were ultimately ruined in their private fortunes. The sums herein enumer-ated may not appear to the eyes of modern fluoriers great amounts. But when it is re-membered that they had to be paid in gold or ver coin or transferable tobacco notes recavable at the treasury, or their equivalent, amous matter to realize such sums of money.

we have dwelt somewhat in detail in thus ing the amounts of individual delinquents d the names of the several counties and air sheriffs it is that the reader may the beterstand the true condition of the State me. A few more remarks in the same should be remembered that the office of ch sheriff was as a rule, held by men of istance and influence. Now and then it to the lot of the rich and was considered ng money under ordinary circumstances, deputies and their sureties were also conered worthy of the positions they occupied fore the public. They were not, as is common in modern times, mere "men of straw put up under forms of law to thwart the ends of justice. They, too, were considered entitled to the respect and esteem of the minumity as well as credited with the

community as well as credited with the smount of property required by the responsible positions they were to assume. From these considerations it may be imagined what were the calamitous consequences resulting from the losses sustained by these several officials. With their private runes gone they were no longer able to ye aid to labor or encourage enterprise. It stated that the county of Gloucester alone astated that the county of trioncester alone and before the war a large amount of capital and labor embarked in ship-building. Four landred hands thus engaged had been obliged to employ themselves with their own are culting down the ship lumber and traduct it off in Nortolk for the supplies necessity. say to the support of their families, instead of shaping it into vessels for the building up ommerce of their State.

SCARCITY OF MONEY, n the smallest amounts collected from e respie by the sheriffs to postpone for a sethe demands of the Government upon one, could have then returned into social circulation, the public would not ve so severely feit the want of money. It and then have been passing from one man's east into that of another. In this way the few dollars has often afforded relief the a large community. But unfortu-this could not be. Every cent over ove the money used in the most eco-ally administered of governments had levoted to the liquidation of debts due t the limits of the State. What were demands and how they were finally may hereafter be seen but can referred to here. We should justice to the patriots of that trying e we to omit to refer here to another.

They had endured the trials also of the war; had been encouraged thought that when independence had chieved a new and brighter future pen upon them, and that with peace ome prosperity and plenty. In these that their condition was worse than the toyal Government existed in the y, while a few did not hesitate to ex-their regrets that they had ever taken was true such was the general tone of sentiment, both as to the execution of and the obedience to their behests, to case, so far as we have found, was even any threatened resistance to the ands of the new Government. ly to pay was the universal only reply made by the people when during for the public levies, and although executors of the laws knew and felt in two persons how heavy were the burded the people, they did not hesitate to them with the utmost impartiality

were the changes of fortune is these trous days. Pages might be occupied accounts of these. In all the great has from the mountains to the lowlands along the seashers were the evidences such reverses as ultimately upturned the local relations of entire communities, and in parts of the East so great became the the ancient proprietary system of whole sec-

SIR JOHN PLYTON'S HARD LOT. One of the most prominent of this class of heli sheriff of Gloucester county. This gen-leman was a man of wealth and high social standing in one of the most enlightened and distocratic communities in the country. He was born in Virginia, but had inherited his baronetcy through a long and distinguished

line of English ancestry. His title and honors had always been recognized while Virginia was a colony, and were now regarded with the same dignity and respect as when he was a subject of subject of the crown. When the for independence broke out, might, consistently with his high War birth and wealth, have followed the cause of the King, and abandoned the colony to its doubtful fate. He had high examples in the cases of some of the Fairiaxes and in that of in the cases of some of the Fairlaxes and in that of Sir John Randolph, the late Attorney-General. Instead of pursuing this course he became an ardent patriot and used his posi-tion and his purse liberally during the war. Immediately after peace had been established he condescended to sit upon the bench of the court of his native county. Of such material was that purest of all systems of judication formed in the early days of the Common. wealth. This patriotic course unfortunately was the first step towards his ultimate financial ruin. Under the rules and custom of the county courts the senior justice became in due time high sheriff of the county. The successor to this privilege might decline the honor, if he pleased, but siate. A sheriff, for instance, who had not collected and accounted for the taxes of the spanishe for them until they should be entirely insuldated. Such were the necessities of the Government, and so relentless were the decreased in the covernment, and so relentless were the decreased in the such breach of good conduct, although he really did not desire the position.

CURIOUS COINCIDENCE.

By a curious coincidence Sir Thomas Pev-By a curious confidence Sir Thomas Fey-ton, a remote but direct progenter of Sir John, was the high sherin of Cambridgeshire, in England, early in the fifteenth century, and resided at "iselham," his baronial seat. Our Sir John Peyton, when made high sheriff of Gloucester, lived at a place of the same name, called after the ancient family seat in Cambridgeshire. It is now in Mathews county, is spelled "Isleham." and stands conspicuously looking out upon the shores of the Chesapeake on Mobjack Bay. Mathews was once a part of Gloncester, but was cut off from the latter county in 1790, the very year that Sir John Peyton died

COST OF PATRIOTISM.

We have seen how Sir John had adhered to the patroot cause and had now assumed the responsibilities of office under the new gov-erament. The first serious blow to his private fortune grew out of the fact that during the war, when the State stood in great need of arms, he pledged his private means for a large supply of these for the use of the troops raised in Gloucester. The State assumed the debt, but it was not paid until after the patrione donor had been sued and judgment ren-dered against his estate. In the meantime the troubles incident to collecting the taxes also came upon him. His deputies in office neglected their duties and missused the moneys they had collected. The inability to realize money during the general financial distress and the failure to recover from his deputies brought about a suit against him in the Genand the failure to recover from his deputies brought about a suit against him in the Gen-eral Court, which finally resulted in a judg-ment involving his entire estate. Under these distressing circumstances he made repeated appeals to the Governor for relief. His petitions were strongly and aptly put, but were in every case characterized by the dignity and candor of a man who, although suffering from the faults of others and his own liberality, based his petitions upon no other grounds than simple justice. TWO PETITIONS.

Two of these herewith appended will not only illustrate the manner and spirit of the times, but, excite our sympathies in behalf of this unfortunate gentiems and his unmerited fate. They are given "verbatim et literatim" as they appear upon the records.

RICHMOND, April 27th, 1787. "To His Excellency, the Governor of Virginia, in council: The memorial of John Peyton most respectfully represents that by the Rotation of office it fell to your memoralist's Lot to act as high sheriff for the county of Gloucester during the years 1782 and 1783 the discharge of the functions whereof your memoralist, after legal qualification, entered on the 4th day of April, 1782; that your Mem-oralist, with the approbation of the court, ap-pointed John New, Thomas Haiwood, Richard W. Royster and James Jones, his deputies, who entered into bond with good indemnify-ing securities for the faithful performance of their several offices, that your memorialist, hoping that his sub-sherids would duly gather and pay into the Treasury the money collected under the various Revenue laws of the State has never on any occasion inter-fered in the sd. Business, more than pointing out to them the danger and inconveniences that would arise from delay, until finding by their default, that Judgement had been ob-tained agst, him for arrearage of Taxes due from his sd. deputy sheriffs, coppies whereof are herewith anexed, and that Executions had been issued thereon, your memorialist pro-ceeded to save himself harmless by having rethe sub-sherids and their securities to the amt, of their several delinquencies, which he

course to the mode pointed out by law, of obtaining in a summary way Judgement agst. It is also proper to state in this connection the sub-sheriffs and their securities to the accordingly effectuated.

"But your memorialist has with great concern discovered ciercal detects. The sd. Judgements have been deemed errone as by the Hon ble Judges of the Cent. Court, and writs of supersedeas have been granted on the same by legal rules not being determinable until October next, your memorialist finds himself deprived of the remedy under the law to which he had resorted; and his own cern discovered ciercal detects. The sd.
Judgements have been deemed errone us by
the Hon ble Judges of the Gen'l Court, and
writs of supersedens have been granted on houself deprived of the remedy under the law to which he had resorted; and his own private fortune exposed to the opperations of the publick executions before mentioned, which must in their consequences reduce our memorialist and family to a certain untherefrom by an indulgent interposition (of) that discretionary power which the laws in such cases have so wisely vested in the Breast of the Executive. This interposition in his favor your memorialist is induced to hope for, with the more confidence because he can say in the presence of God and man that not one shilling of the publick money has passed thro his hands, which the annexed certi-cate will make appear. And if necessary your memorialist will at any future day pro-duce affidavits from the sub-sheriffs of the truth hereof. And your memorialist further solemnly declares he never did in any mansolemnly declares he never did in any man-ner whatever speculate, and therefore he cannot be chargeable with either speculation or embezzlement under an accumulation of such hard and orpressive events brought on him by no demerit of his own. Your mem right respectfully requests that Your Excellency, with the advice of the Council of State, will be pleased to direct that the Effect of the afore-mentioned execu-tions may be asspended until your memorialtions may be suspended until your memorialist, unimpeded by the legal obstacles which isi, unimpeded by the legal obstacles which stay the process of Judgements obtained by him under the Acts empowering high sheriffs to proceed in a summary way against their deputies, may be enabled to avail himself of the lawful means of discharging the ballance standing agst, him on the Solicitors Books. Your memorialist finding Judgements of the Court of the Court of the Solicitors of his subof trioster agst, all the securities of his sub-sheriffs, situated alike, and finding it would only accumulate the expense by moving in the General Court, after a motion agst, one of them, your memorialist declined any other

The determination of the Court being here with annexed, your memorialist can only add he has the honor to be

"Most Obedt, and very Humbl, Servt., "I. PETTON."

RICHMOND, April 28th, 1787.

"Sir.—I beg leave to lay before your Excellency and the Houl, the Council the unhappy situation in which I at present stand in as high sheriff of Gloucester for the years 17-2 and 1783. Having obtained in (the) county court of Gloster a Judgement against the under sheriff and their securities for the Balle, of Taxes due the aforesaid years, they having got supersedess's which came before the Houl, the General Court yesterday, supposing that giving the propper notice and confessing error would have enabled me to have obtained Judgement for the boled me to have obtained sudgement for the ballance in the Genl. Court immediately after, but in this redress I was disappointed, the Court being of opinion that the motion would not take place untill after the return day, which being place untill after the return day, which being too late to be reduced to the present Court, and understood from their Attorneys should a Judgement be obtain'd again in the County court, that they will appeal, and being advised by my Council that the most effectual and speedy way will be to move the next Gen'l Court for a Judgement ag'st the deputy sheriffs and their securities, therefore that sheriffs and their securities, therefore pray Your Excellency and the Hou'ble Board to grant such indulgence as may be necessary for the recovery of the balls, from the deputies and their securities, promising att the same time that every step shall be taken to bring it about as specific as possible the same time that every step shall be taken to bring it about as speedily as possible and that a continuance of the Collection shall go on at the same time, and the money aris-ing therefrom shall from time to time be paid into the treasury, parent into the treasury, permit me to assure your Excellency that the money appears not to have been collected, but still due from the

people, and I farther beg leave to declare to your Excellency that not one shilling of the money collected has come into my hands. This Mr. Dixon is able to prove, having lately overhauled the sheriff saccounts. (I) flatter myself I need not say much upon the subject of the scarcity of money, it is too well known to every inhabitant of this State, and the Affidavit which attends this will sufficient prove the sale therein mention being real and and without the least intention of fraud or collusion. permit me again Sir to pray a sus-pension of Execution ag dt: me until I can re-cover the balle. from the under Sheriffs & their Securities, any Indulgence granted by your Excellency and the Hon'bl the Council will be acknoledged by

"Your Excellency's very H'ble & Obed't Servt., J. PEYTON."
P.

[To be continued.]

A Baby Murdered by a Boy.

A Baby Murdered by a Boy.

Columbia, S. C., March 4.—Mrs. Addie Beacham left her seven-months-old baby sleeping in the house and stepped out. After she, had gone Bud Harris, a little five-year-old negro boy, who lives next door, silpped in, carrying a bent and a heavy piece of iron with sharpened point. He stole quietly up to the cradle and repeatedly brought the fearful weapon down upon the skull of the sleeping infant, perforating its skull as if with an awl. He penetrated the child's ear several times. Seeing the blood spurt he fled to the vard. The child's mother having heard the baby's screams rushed back to the house to find the infant saturated in blood and dying. The boy murderer was found sitting on the ground at the front gate, a picture of innocence, digging holes in the ground with the bloody weapon. He frankly confessed the deed. He frankly confessed the deed.

The Silver Legislation.

Washington, March 4.—The anti-silver men, with Representative Harter, of Ohio, as their spokesman, have not determined upon any special line of action in the House on Monday when the resolution from the Com-mittee on Rules setting aside March 22d and

the two following days for the consideration of the Silver bill will come up.

They had some hopes that the Republicans would join them in an effort to defeat the resolution, but they are not so confident of this to-night as formerly, and it is probable that the Republicans will not hear with the anti-silver crowd for the purpose of defeating the measure.

More Libel Suits.

MONTGOMERY, ALA., March 4.—Governor Thomas G. Jones to-day filed three suits for libel for \$10,000 damages each against the Alliance Herald. Governor Jones is a candidate for re-election.

date for re-election.

Recently the Alliance Herald, which is the organ of R. F. Kolb. Alliance candidate for Governor, published three articles containing alleged laise charges of a serious character against some of the Governor's official acts. and upon these publications the suits were

A SUBSTANTIAL COMPANY.

only fifteen millions.

The average death rate of the company

The average death rate of the company during the past twenty years was \$10.00 per thousand insured, during the past fifteen years, \$10.30 during the past ten years, \$0.70; during the past year, \$8.90, and lower during each period than the death rate of any other leading companies to the past year. pany. The average rate of all companies re-porting to the Massachusetts Insurance De-partment in 1850 was ₹13.40 per thousand. The supremacy of the Northwestern among

its principal competitors, in point of interest rate, continues. Comparison of this report with statement of last January will show that the rate actually earned in 1891 was 6 1-10 per cent, on the assets at the beginning of the The same well-known, careful and exact

standard and method govern the investment of its tunds, and we think no other company can show its entire "reserve" invested in first-mortgage bonds. In 18:0 the amount added to surplus in the

Northwestern (\$884,600) exceeded that of any other company, while in 1891 this increase (\$1,359,466) was 52 per cent. larger than in 1890.

CALESMEN TO SEL! BY SAMPLE OUR MONEY ORDER SYSTEM to retail merchants \$200 a month in it for live salesment. Experience not necessary. Address MER-

business our company has not for years, in a single instance, paid salary to any general or soliciting agent, while the grade and rate of commission paid for business is no higher

creased and increasing solidity and strength, but annual and substantial benefits to them not equaled by any other company in the world.

world.

The company during the past year paid dividends on its first ten-year tontine policies, issued in 1881, that proved very satisfactory and justify the belief that, whatever the resuits under such policies may be in the future, they cannot fail to yield larger surplus returns for premiums paid than any other form of life and investment insurance in this or any other company. Dividends upon ten-year tontine policies maturing in 1852 show even better than those of 1851. Dividends of 1852, upon policies taking dividends annually, also show

the usual increase.

The new business of the company was larger in 1891 than in any previous year, the business of each month of the year being larger than in any corresponding month in

the company's history.

The whole number of policies in force January 1, 1892, was 113,528, amounting to \$275.-674,752, an increase for the year of 15,003 policies and \$36,765,946 insurance. Probably no other large company can show such a proportion of insurance gained as compared with new business written during the year.

The foregoing facts are of vital importance

The foregoing facts are of vital importance to insurers residing in healthy portions of the United States. The Northwestern rigidly declines all business from foreign countries and upon residents within 100 miles of the South

Atlantic and (full coasts. We invite all parties interested in the subject of life insurance to correspond with us, and we will send upon request further points for their consideration, relying upon their intelligent judgment to select the best company to which they will entrust the investment of their premiums for the benefit of their families or of their own old age.

JOHN B. CARY & SON.

JOHN B. CARY & SON.

JOHN B. CARY & SON.

Ministree. In entrust the investment of their return to T. T. HARIETS, at N. W. Howe's onice, No. 4 Eleventh street.

General Agents for Virginia and North Carolina, 1201 Main street, Richmond, Va.

"The Coming of Our Lord," Mr. Davenport expects ladies to attend the lecture this evening at the Academy of Music, as everything will be quiet and orderly. He teaches that the Lord's coming is near, and that great changes are impending, but not the destruction of the world,

You help a Richmond industry when you drink Home Beer.

What is Sweet?

The Steinway and Hardman Piano cannot be equalled in this particular. Then the durability is unquestioned by those who have had the benefit of experience. Call and try them.

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Dongola Button Boots, with patent leather tips or plain toes, for \$1.50, \$1.89 and \$2.49, are hard to beat.

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A deep-seated cough cruelly tries the lungs and wastes the general strength. A prudent resort for the afflicted is to use Dr. D. Jayne's Expectorant, a remedy for all troubled with asthma, bronchitis or any pulmonary affection.

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The changes introduced into the 1892 model represent the carefully tested results of expert study of various points deemed capable of improvement. They present advantages in the quality of the work and ease, as well as convenience, of operation, which will speedily commend themselves to all users.

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we want to make the negotiation for you. Our
charges are reasonable, the business always attended to promptly, and is confidential.

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WANTED-TWO BOARDERS FOR A bright sunny room, furnished or unfurnished. First-class board at moderate terms apply at 50% north Tenth street, between Clay and Leigh streets.

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A PARTY DESIRES TO SECURE FOR FIVE LARS at 6 per cent interest. Any accurity dedesired, whether real estate, or indorsers, furnished. This loan will be as safely secured as it is possible for money to be. Address "P," Box 292, Richmond, Va. mh 6-1t

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SMITH, HE NOW PAYS THE FREIGHT Sairth, he was rais and all kinds of WIRE WORK are being sold so chean by R. F. SMITH the Ninth-street Safe man, that it killed JONEs and the FLRES. [e28-suff

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F. STERN & CO., Pawnbrokers. 1545 east Main street,

MEETINGS.

THERE WILL BE A GENERAL MEETING Of the STOCKHOLDERS of the SOUTH-ERN FIRE BRICK WORKS, of Richmond, Va., at Ford's Hotel MONDAY, April 4, 1882, at 9 oclock A. M. By order. By order.

Dr. A. L. MARCY,
mhe-suit President and General Manager.

THE FIRST ANNUAL MEETING OF THE

THE FIRST ANNUAL MEETING OF THE STOCKHOLDERS OF THE ERISTOL IN VESTMENT COMPANY will be held on MON-DAY, March 14, 1892, at 12 o clock M., at the office of the company in Shafer's building, No. 100; east Main street. By order of the President, few-2w HILL MONTAGUE, Secretary.

THE ANNUAL MEETING OF THE STOCKTHOLDERS of the RICHMOND LOCOMOTIVE AND MACHINE WORKS will be held at
the works of the company on MONDAY, March
7, 1822.
G. Sh-tm7.
Secretary.

LOST AND FOUND.

L CAST—THURSIAY NIGHT. BETWEEN Church Hill avenue via Union street, car line, a SMALL, GOLD BREAST PIN, hart-shaped, of line and white forget-me-nots. Lileral reward if returned to Rounire's trunk factore, north fourteenth street.

CANDIDATES FOR OFFICE.

E. C. GARRISON, FOR RE-ELECTION

HIGH CONSTABLE. SUBJECT TO DEMOCRATIC PRIMARY, mh 2-w.f4sutf

A. G. HOUSTON For Re-Election

COMMON COUNCIL, Clay Ward, SUBJECT TO THE DEMOCRATIC PRIMARY.

FOR RE-ELECTION AS

COLLECTOR OF CITY TAXES. FRANK W. CUNNINGHAM.

Thanking the Democratic voters of the city of Richmond for their support in the past I respectfully ask RE-ELECTION IN THE COMING DEMOCRATIO PRIMARY, assuring them
that I will always endeavor to merit their continued confidence. mh6-1t

Stuyler's New York Prices. mh6-su, we frif R. L. CHRISTIAN & CO. RAILEOADS.

Na. W NorfolksWestern R R.

SCHEDULE IN EFFECT DECEMBER 6. 1891.
LEAVE RICHMOND (DAILY).
BYRD-STREET STATION.
9:50 A. M., Richmond and Norfolk through express. Arrive Norfolk II 35 A. il Stops only at Petersburg. Waverly and Suffolk.
Bristol; also connects at Radiord for Bluefield and Pocahontas. Partor car Petersburg to Roanoke, and Pullman sleeper Roanoke to Memphis via Enoxyille and Chatta-Rooga.

Pillman sleeper Hoanoxe to Melliphis via Knoxville and Chattanooga.

12:40 P. M., For Lynchburg, Roanoxe and intermediate stations. No connection
beyond Roanoxe.

5:45 P. M., Aprives at Norfolk at 9:20 P. M.

11:30 P. M., For Roanoxe, Radford, Pulasxi,
Bristol. Also for Bineneld. Pocabonias, Elkhorn and stations on
Clinch Valley Division. Also for
Louisville and stations on L. & N.
R. K. via Norton. Pullman values
sceper between Richmond and
Lynchburg. Berths ready for occupancy at 9:00 P. M. Also Pullman
sleeper Petersburg to Louisville
via Norton, and Roanoxe to Memphis and New Orleans via Knoxville
and Chattanooga.

Trains arrive Richmond from Lynchburg and
the West daily at 7:44 A. M., 1:30 P. M. and 7:35
P. M.; from Norfolk and the East at 11:35 A. M.
and 6:38 P. M.

Tickets, baggage-checks, and all information
can be obtained at hichmond and Petersburg

and 6:38 P. M.

Tickets, baggage-cheeks, and all information can be obtained at hichmond and Petersburg railroad depot: A. W. Garber's, 901 Main street; and at the Company's office, 88 cast Main street.

Passenger Agent.

W. B. BEVILLA,

General Office, Roambie, 18

General Office, Roanoke CHESAPEARE AND OHIO BAILWAY COM-

SCHEDULE IN EFFECT JANUARY 1, 1892.

No. Bichmond. | BROAD STREET STATION. 8:30 A. M. Except Sunday for Clifton F'ge 8:30 A. M. Datly for Norfolk. 2:00 P. M. Datly for Cincinnati. 3:00 P. M. Datly for Norfolk. 4:30 P. M. Except Sunday for Bothwell. 10:30 P. M. Datly for Norfolk.

Richmond. EIGHTH-STREET STATION.

9:00 A. M. Daily for Lyn'bg&Clifton F go 4:30 P. M. Except Sunday for Lynchburg No. 5 connects at Gordonsville for Washington; at V. M. Junction for Lynchburg; at Fasic City for Shenandoah Valley, North and South, and at Staunton for Harper's Ferry.

No. 1. Pullman for Cincinnati.

No. 2. Pullman for Cincinnati.
No. 2. Pullman for Old Point.
No. 4. Pullman for Old Point.
No. 4. Pullman for Old Point.
No. 9. Chair Car (except Sunday) for Lynchburg and Clifton Forge.
No. 11. Palace Car for Lynchburg No. + TRAINS ARRIVE BROAD-ST. STATION.

Pally from Cincinnati, Daily from Norfolk.
Daily from Cincinnati.
Daily from Norfolk.
Daily from Norfolk.
Ex. Sunday from Clifton Pige.
Ex. Sunday from Clifton Pige. No. TRAINS ARRIVE EIGHTH-ST. STATION.

2- 8m) A. M. Except Sunday from Lynburg n- 6m; P. M. Daily from Lynchburg. JOHN D. POTTS. Division l'assenger Agent. RICHMOND, FREDERICKSBURG AND PO-

ing JAN, 18, 1812. Eastern standard time.

ing JAN. 18, 1872. Eastern standard time.

9:38 A. M., leaves Byrd-street station daily; stops only at Ashland, Bothwell. Milford. Fredericksburg. Brooke and Widewater. Sleeper Washington and New York. Arrives at Washington at 1:1 P. M.; Baltimore. 2:0 P. M.; Philadelphia. 5:14 P. M.; leaves Byrd-street station daily ascept funday. Buffet Parlor Car Richmond to New York. Arrives at Washington at 4:10 P. M.; Baltimore. 5:24 P. M.; Philadelphia. 7:49 P. M.; New York 10:25 P. M.

7:05 P. M., leaves Byrd-street station daily. Sleeping car Richmond to New York. Stops only at Ashland. Bothwell. Milford. Fredericksburg, Brooke and Widewater. Stops at other stations on Sundays. Arrives at Washington at 1:1 P. M.; Baltimore. 12:33 A. M.; Philadelphia, 3:15 A. M.; New York, 5:59 A. M.

8:18 A. M., arrives at Byrd-street station daily. Sleeper from New York. Stops only at Ashland. Bothwall and Ashland. Stops at other stations on Sundays. Arrives at Byrd-street station daily. Sleeper from New York. Stops only at Widewater. Brooke, Fredericksburg, Milford. Bothwell and Ashland. Stops at other stations on Sundays. Leaves Washington at 4:39 A. M.

Stops at Fredericksburg, Milford, Bothwell and Ashland. Sleeper from Washington and New York does not stop at Elba. Leaves Wash-ington at 10:57 A. M.

7.48 P. M., arrives at Byrd-street station daily.
Stops at Fredericksburg, Milford,
Fothwell and Ashland. Sleeper
from New York and Washington to
Bichmond. Leaves Washington at
4 P. M. 9:35 P. M., arrives at Byrd-street station daily

except Sunning, Euffet Farlor Car New York to Richmond, Leaves Washington at 5507 P. M. New York and rorms special leaves Byrd-street station 850 A. M. Tuesdays, Thursdays and Saturdays, Arrives Byrd-street station 755 P. M. Mon-days, Wednesdays and Fridays, Ex-terior station 400 Pridays, Ex-

FREDERICKSBURG ACCOMMODATION.
DAILY EXCEPT SUNDAY.
4.00 P. M. leaves Byrd-street station; arrives at Fredericksburg at 5: P. M.
8:35 A. M., arrives at Byrd-street station; leaves Fredericksburg at 6:05 A. M.
ASHLAND TRAINS,
DAILY EXCEPT SUNDAY.
6:48 A. M., leaves Elba: arrives at Ashland as

6:12 P. M., leaves Elba: arrives at Ashland at 6:45 A. M., arrives at Elba; leaves Ashland at 6:05 A. M. 6:05 P. M. arrives at Elba; leaves Ashland v. 5:18 P. M. C. A. TAYLOR, Traffic Manager. E. T. D. Mygus, General Superintendent.

A TLANTIC COAST LINE RICHMOND AND PETERSBURG BAILROAD

Commencing MONDAY, JANUARY & 1802. at 3 A. M. trains on this road will run as follows: TRAINS SOUTHWARD. No. Richmond Petersburg.

19:00 A. M. 9:35 A. M. Norfolk Special.
19:35 A. M. 10:30 A. M. Through Train.
19:35 A. M. 10:30 A. M. Accommodation.
12:30 P. M. 1:20 P. M. Accommodation.
25:35 P. M. 8:30 P. M. Norfolk Connec's.
11:30 P. M. 12:20 A. M. Accommodation.
11:30 P. M. 12:20 A. M. Accommodation.
11:30 P. M. 12:20 A. M. Accommodation.
15:35 P. M. 8:57 P. M. Through Train. TRAINS NORTHWARD.

Leave Arrive Richmond.

*8:25 A. M. 8:11 A. M. Fast Mail.
*7:30 A. M. 8:25 A. M. Accommodation.
*11:35 A. M. 11:35 A. M. Noriok Irain.
*12:33 F. M. 13:40 F. M. N. & W. Connec'n.
*5:30 P. M. 6:35 P. M. Through Train.
*6:01 P. M. 6:38 P. M. Norfolk special.
*0:35 P. M. 5:43 P. M. Accommodation.

STOPPING PLACES.

Nos. 14, 15, 33 and 35 make no stops. Nos. 23 and 78 stop on signal at Manchester, Centralia and Chester. No. 35 stops on signal at Manchester, Irrowry's, Centralia and Chester. No. 35 stops on signal at Manchester, Irrowry's, Centralia and Chester, No. 35 stops on signal at Manchester only for passongers purchasing tickets to regular stopping places for this train south of Fetersburg. Nos. 32, 35, 37, 38, 39, 40 and 41 will stop on signal at all stations.

PULLMAN CAR SERVICE.

PULLMAN CAR SERVICE.

On trains Nos. 14, 15 and 23 sleeping-cars between New York and 1 amps. Fis. (vis Jackson-ville). On trains Nos. 14 and 27 sleeping-cars between New York and Charleston. On trains Nos. 27 and 78 sleeping-cars between New York and Sacksonville. On train No. 15 sleeping-car between New York and Sacksonville. On train Nos. 37 and 32 sleeping-car between New York and Savannah. On trains Nos. 37 and 32 sleeping-cars between Richmond and Lynchburg. Va.

In addition to the shove
THE NEW YORK AND FLORIDA SPECIAL. consisting of Vestibule Pullman cars only, leaves Richmond south-bound at 7:15 P. M. Mondays, Wedinesdays and Fridays, and leaves Petersburg north-bound at 8 A. M. on Tuesdays, Thursdays and Saturdars. Extra fare is charged on this frain.

THE ONLY ALL-BAIL LINE TO NORFOLE,

Richmond. '9:30 A. M. Norfolk. 11:55 A. M. Richmond. '9:35 P. M. Norfolk. 9:20 P. M. Richmond. 1:35 P. M. Norfolk. 4:00 P. M. Richmond. 6:28 P. M. The trains leaving Richmond at 9:00 A. M. and Norfolk at 4:00 P. M. are solid trains between these two points, and passengers go through without change of cars. Close connections are also made at Petersburg by the 5:45 P. M. train from Richmond and the 8:35 A. M. train from Norfolk.

Norfolk.

Trains leaving Richmond at 10:03 A. M., 12:4)
P. M. and 11:3:1: M., and arriving at Richmond at 8:30 A. M., 12:0 P. M. and 7:45 A. M., make close connection at Petersburg to an I from Farmville, Lynchburg and West,
R. M. SULLY, E. T. D. MYERS,
General Superintendent.
T. M. EMERSON, Traffic Manager.

RAILROADS.

RICHMOND & DANVILLE R. R.

SHORTEST AND QUICKEST ROUTE SOUTH

SCHEDULE IN EFFECT FEBRUARY 7, 1872. LEAVE RICHMOND:

LEAVE RICHMOND:
TRAIN NO. 11, 3:29 A. M.
SOUTHERN EXPRESS, daily for Danville,
Greensboro, Wilston-Salem, Durham,
Raleigh, Randleman, Salisbury, Asheville, Hot
Springs, Charlotte, Columbia, Aiken, Augusta,
Atlanta, Birmingham, Montgomery, New Orleans, Texas and California, Pullman palaesleeping-cars Richmond to Danville and Danville to Asheville, Hot Springs and Knoxville,
also Danville to Atlanta, Birmingham, Memphis and Kansas City, Mo., without change.

TRAIN No. 9, 3:30 P. M.
Yast Mall, daily, for all points South and
Youtwest, Connections at Mosely Junction
for Farmville and Powhatan railroad; at Koyaville for Clarksville, Oxford, Henderson, Durham and Raleigh through coach Richmond to
Raleigh; at Danville with Fullman Sleeper for
Augusta and Atlauta; at Greensboro for Durham, Raieigh, &c., makes no connection at
Salisbury for Asheville or Western North Carolina stations. Washington and Southwest Vestibuled Limited, south-bound, leaves Danville

TRAIN No. 17, 6:30 P. M.

TRAIN No. 17, 6:30 P. M.

Parlor car between Richmond and Danville.
TRAIN No. 17, 6:30 P. M.
AMELIA ACCOMMODATION, daily except
Sunday for Amelia Courthouse and intermediate points.
ARRIVE AT RICHMOND.
Train No. 12, 7:15 A. M.: No. 10, 5:30 P. M.: No.
18, 8:45 A. M.

VORK RIVER LINE VIA WEST POINT.

DAILY EXCEPT SUNDAY. THE FAVORITE ROUTE TO BALTIMORE, PHILADELPHIA AND NEW YORK

LEAVE RICHMOND:
TRAIN No. 10, 2:10 P. M.

JOCAL EXPRESS, daily, except Sunday.
Stops at all stations. At Lester Manor connects with stage for Walkerton; also connects with stage for Walkerton; also connects with laitimore steamer at West Point.

TRAIN No. 15, 4:40 P. M.

BALTIMORE LIMITED, daily, except Sunday, for West Point, connecting with York river steamer for Baltimore. At Baltimore steamers connect with Baltimore and Ohio rational for Washington. Philadelphia and New York, FARE: Bichmond to Baltimore, 87; to Washington, 83; to Philadelphia, \$4.50; New York, \$7.50.

York 87.30. S.; to Frankleipina. \$4.50; Now York 87.30. STEAMERS LEAVE BALTIMORE P. M. FOR WEST POINT, daily, except Sunday, thence by Richmond and Danville railroad to lichmond, arriving at 9:10 A. M. and 10:10 A. M. TRAIN No. 26.760 A. M.

A. M. TRAIN No. 40, 7:50 A. M. and 10:10

L OCAL MIXED, daily, except Sunday; leaves and intermediate points.

Ticket office at station foot of Virginia street ones 8:90 A. M. to 6:00 P. M., and from 9:00 to 3:30 A. M.

3:30 A. M.
City ticket office, 901 Main street.
SOL. HAAS.
JAS. L. TAYLOR,
Traffic Manager.
Gen. Passenger Agent.
Assistant General Passenger Agent.
Charlotte, N. C. W. H. GREEN, General Manager E. BERKELEY, Superintendent. RICHMOND CITY AND SEVEN PINES

Trains leave station, Twenty-sixth and P streets, as follows: Leave Leave Richmond. 6:30 A. M. 12:00 M. 8:30 P. M. 6:30 P. M. 6:30 P. M. Leave Seven Fines. 5:30 A. M. 1:00 P. M. 5:30 P. M. Arrive 7:15 A. M. 12:45 P. M. 4:15 P. M. 7:15 P. M. Arrive Richmond. 6:15 A. M. 8:15 A. M. Leave Richmond. 10:00 A. M. 2:00 P. M.

Seven Pines. 9:00 A. M. 11:00 A. M. 3:00 P. M. Forty-five minutes' run each way. Electric cars pass station. For further information call Phones No. 5 or In effect October 29, 1891.

8:18 A. M., arrives at Byrd-street station daily.
Sleeper from New York. Stops only
at Widewater. Brooke, Fredericksburg. Milford. Bothwell and Ashland. Sleeper

2:28 P. M., arrives at Byrd-street station daily.
Stops at other stations on Sundays. Leaves Washington at 4:23 A. M.
Stops at Fredericks-burg. Milford.
Stops at Fredericks-burg. Milford.
Bothwell and Ashland. Sleeper

10:05 A. M., via Atlantic Coast Line for Bermuda.
12:40 P. M., via Atlantic Coast Line for Wintermodel of the control of the coast Line for Wintermodel of the coast Line for Winterm

pock and intermediate stations. ARRIVE RICHMOND. 8:45 A. M. via Richmond and Danville railroad from Farmville and intermediate stations to Moseley Junction. 11:45 A. M., via Atlantic Coast Line from Win-terpock and intermediate stations. 6:28 P. M., via Atlantic Coast Line from Ber-

For further information apply to Richmond and Danville and Atlantic Coast Line depots, A. W. Garber's ticket office, or to R. T. WILSON, General Freight and Passenger Agent.

JAMES R. WEETH, General Manager. ap2917

STEAMSHIPS.

VIRGINIA STEAM BOAT COMPANYS
JAMES RIVER LINE
FOR THE SEASHORE. CHEAPEST AND MOST
PLEASANT ROUTE TO NORFOLK.
PORTSMOUTH. NEWPORT
NEWS. CLAREMONT.
AND JAMES RIVER LANDINGS.
At NEWPORT NEWS and NORFOLK for
Hampton. Old Point and Smithfield. Va. Washington. D. C. Baltimore, Philadelphia and Now
York same afternoon; also at Norfolk for Eastern North Carolina and the South.
At CLAREMONT with the Atlantic and
Danville Railroad for Waverly, Hicksford and
all stations.

Danville Railroad for Waverly, Hicksford and all stations.

JAMES RIVER BY DAYLIGHT.

GREAT TOURIST LINE.

JAMESTOWN, DUTCH GAP, AND WAR SCENERY.

RATES LESS THAN HALF CHARGED BY RAIL LINES.

FARE TO PORTSMOUTH AND NORFOLK \$1.30.

\$2.50 ROUND TRIP; \$1 SECOND-CLASS.

FIRST-CLASS MEALS.

The elegant and fast steamer ARLEL.

CAPTAIN DEVO.

(carring United States mail).

leaves Richmond every

MONDAY, WEDNESDAY AND FRIDAY AT7 A.

M. STREET-CARS GO DIRECTLY TO STEAM.
EITS WHARF for above named places. Beturning, the steamer leaves Norfolk and Newport News on alternate days. arriving at Richmond about 5:30 F.M.

Through tickets on sale on steamer and at Garbers Agency. No. 901 Main street, Baggage

OLD DOMINION STEAMSHIP COMPANY

OLD DOMINION STEAMSHIP COMPANY
FOR NEW YORK
Steamers leave Richmond EVERY TUESDAY
and FRIDAY, Manifest closed one hour before
sating time.
Steamers leave New York for Richmond
EVERY WEDNESDAY and SATURDAY at 5 P.
M. arriving in Richmond MONDAY and FRIDAY mornings.
Yassenger accommodations unsurpasse 1.
Cabin lare to New York via James river
route uncluding means and borth.
\$3.00
Round-trip ticket., limited to thirty days
after date of issue.

Steerage, with subsistence.

Steerage, without subsistence.
Cabin fare via Chesapeake and Ohio railroad.
Chin fare via Richmond and Peterabura.